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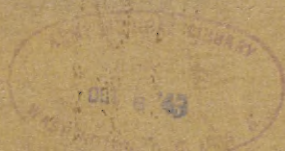
FEDERAL SECURITY AGENCY  
UNITED STATES PUBLIC HEALTH SERVICE

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QUARANTINE LAWS AND REGULATIONS  
OF THE UNITED STATES  
AND  
INTERNATIONAL TREATIES  
APPLICABLE TO INTERNATIONAL  
AERIAL NAVIGATION

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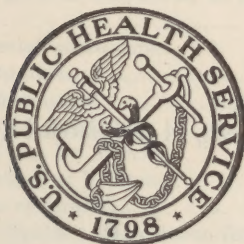


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FEDERAL SECURITY AGENCY  
UNITED STATES PUBLIC HEALTH SERVICE

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**QUARANTINE LAWS AND REGULATIONS  
OF THE UNITED STATES  
AND  
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FEDERAL SECURITY AGENCY

U. S. PUBLIC HEALTH SERVICE

Washington

April 25, 1942.

*To Medical Officers of the Public Health Service, Aircraft Operators,  
and others concerned:*

The following manual of aircraft quarantine procedure is issued  
for the guidance of quarantine officers, aircraft operators, and others  
concerned.

THOMAS PARRAN,  
*Surgeon General.*

Approved:

PAUL V. McNUTT,  
*Federal Security Administrator.*

MAY 1, 1942.

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## FOREWORD

In the accompanying publication an effort has been made to present in concise and simple form, for the use of quarantine officers, airways, personnel, and others concerned, regulations and pertinent information relative to quarantine measures applicable to aerial navigation.

The fundamental principles of aircraft quarantine are in all essentials comparable to those governing maritime quarantine, except for the added health hazard which air transport has introduced by bringing persons in before the incubation period of diseases to which they may have been exposed has elapsed. As the speed and volume of air travel increase, it is obvious that increased vigilance on the part of quarantine officers becomes necessary for the protection of infectible ports and areas in the United States.

Chief among the quarantine problems incident to air commerce with foreign areas is the danger of the importation of cases of yellow fever and of pernicious forms of malaria, as well as other communicable diseases which may still be in the incubation stage upon the arrival of the traveler at a United States airport of entry. Coupled with this is the requirement that insect vectors which may be conveyed by aircraft must be excluded.

Careful medical inspection, supplemented by sanitary surveillance of persons arriving by air from infected foreign areas until the incubation period of the suspected diseases has passed, serves to limit the danger of introducing quarantinable diseases into the United States and to forestall the local development of these diseases in epidemic form.

Disinsectization of aircraft has become an exact and effective procedure which, if faithfully applied, will, for all practical purposes, exclude *Aedes aegypti* and *Anopheles gambiae* mosquitoes, thus eliminating two of the most serious disease threats associated with air transport.

# AIRCRAFT QUARANTINE REGULATIONS

FEDERAL SECURITY AGENCY

PUBLIC HEALTH SERVICE

TITLE 42—PUBLIC HEALTH

PART 11—FOREIGN QUARANTINE

REGULATIONS FOR THE APPLICATION TO CIVIL AIR NAVIGATION OF THE LAWS AND REGULATIONS RELATING TO PUBLIC HEALTH\*

The Federal Security Administrator prescribes the following regulations for the application to civil air navigation of the laws and regulations relating to public health which shall be effective on and after January 1, 1942.

## PART 11—FOREIGN QUARANTINE

- 11.501 Regulation and supervision.
- 11.502 Scope and definitions.
- 11.503 Landing requirements.
- 11.504 Entry and clearance.
- 11.505 Entry of aircraft of scheduled airlines.
- 11.506 Clearance of aircraft of scheduled airlines.
- 11.507 Documents.
- 11.508 Documents for entry.
- 11.509 Documents for clearance.
- 11.510 Omission of lists of aliens employed on board aircraft.
- 11.511 Residue cargo; customs.
- 11.512 General provisions; customs.
- 11.513 Public health requirements.
- 11.514 General provisions; entry and clearance.
- 11.515 Penalties.
- 11.516 Airports of entry.

11.501 *Regulation and Supervision.*—The following regulations (11.501 to 11.516, inclusive) are prescribed by \* \* \* the Federal Security Administrator under the Air Commerce Act of 1926, as amended, sections 7 (b), 9 (b), and 11 (b) and (c) [49 U. S. C. 177 (b), 179 (b), 181 (b) and (c)]; Reorganization Plan No. 1 of the President, sections 201 (a) and 205 (b) [4 F. R. 2727, 2728].

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\*These regulations, which relate directly to the public health aspects of air commerce, were abstracted from "Joint regulations of the Secretary of the Treasury, the Federal Security Administrator, the Secretary of Commerce, and the Attorney General with respect to civil air navigation." The full text of the combined regulations will be found in the Federal Register of September 3, 1941, and in subsequent amendments.



11.502 *Scope and definitions.*—For the purposes of the regulations contained in this part:

(a) Every paragraph and clause relates to customs, public health, entry, clearance, and immigration, except where it applies only to certain of these matters, which is shown by headnote or context.

(b) The term “United States” when used in a geographical sense means the territory comprising the several States, Territories, possessions, and the District of Columbia, including the territorial waters thereof and the overlying airspace, but shall not include the Canal Zone.

(c) The term “area” shall mean any one of the following parts of the United States:

1. The Mainland.
2. Alaska, but to be regarded as part of the Mainland for immigration purposes.
3. Hawaii.
4. Puerto Rico.
5. Virgin Islands, an area for the purpose of the immigration laws except as provided in further immigration regulations specifically mentioning those islands in 8 CFR Part 116, but shall be regarded as foreign territory for other purposes.
6. Such area as shall hereafter be specified to include possessions of the United States not mentioned herein.

The regulations in this part shall not be applicable to the Philippine Islands, the Islands of Guam, Midway, American Samoa, Wake, Kingman Reef, and other insular possessions not specified herein, nor to the Virgin Islands except as specified in subparagraph (5) of this paragraph until notice supplementary hereto is given.

(d) The term “aircraft” means civil aircraft, i. e., any aircraft not used exclusively in the governmental service of the United States or a foreign country, but includes any government-owned aircraft engaged in carrying persons or property for commercial purposes.

(e) The term “aircraft commander” means the person serving on the aircraft having charge or command of its operation and navigation.

(f) The term “scheduled airline” means any individual, partnership, corporation, or association engaged in air transportation upon regular schedules to, over, or away from the United States or from area to area and holding a Foreign Air Carrier Permit or a Certificate of Public Convenience and Necessity issued pursuant to the Civil Aeronautics Act of 1938.

(g) The term “airport of entry” means any airport designated \* \* \* by the Federal Security Administrator as a place for quarantine inspection.



(h) The term "airman" means any individual (including the person in command and any pilot, mechanic, or other member of the crew) who engages in the navigation of aircraft while under way and any individual who is in charge of the inspection, overhauling, or repairing of aircraft.

11.503. *Landing requirements.*—(a) *Place of landing.*—Every aircraft coming into any area from any place outside thereof shall land in such area unless exempted from this requirement by the Administrator of Civil Aeronautics, Washington, D. C. The first landing shall be at an airport of entry, unless permission to land elsewhere than at an airport of entry is first granted by the Commissioner of Customs, Washington, D. C., who upon granting such permission shall immediately notify the Surgeon General, Public Health Service, \* \* \* and any other agency affected thereby. In cases where such permission is given, the owner, operator, or person in charge of the aircraft shall pay the additional expenses, if any, incurred in inspecting the aircraft, passengers, employees, merchandise, and baggage carried therein. When such admission is granted to a scheduled airline to land aircraft operating on a schedule, no inspection charge shall be made except for overtime service performed by customs officers, and if the aircraft arrives substantially in accordance with schedules on file with the immigration authorities, no inspection charge shall be made for overtime service by immigration officers.

(b) *Advance notice of arrival.*—No aircraft coming into any area from any place outside thereof may land in such area unless notice of the intended flight has been furnished to the collector or deputy collector of customs at the airport of entry at or nearest the intended place of first landing in such area; nor unless the same notice has been furnished to the quarantine and the immigration officers in charge at or nearest such place. Such notice shall specify the type of aircraft, the registration marks thereon, the name of the aircraft commander, the place of last departure, the airport of entry, or other place at which landing has been authorized, number of alien passengers, number of citizen passengers, and the estimated time of arrival; and shall be sent so as to be received in sufficient time to enable the officers designated to inspect the aircraft to reach the airport of entry or such other place of first landing prior to the arrival of the aircraft. Such advance notice will not be required in the case of aircraft of a scheduled airline arriving in accordance with the regular schedule filed with the collector of customs for the district in which the place of first landing in the area is situated and also with the immigration officer in charge for such place.

(c) *Permission to discharge or depart.*—No aircraft arriving in the United States from any place outside thereof, or in an area from

another area carrying residue foreign cargo (cargo destined to a port in the United States other than the first port of entry) shall, without receiving permission from the quarantine and the customs officers in charge, depart from the place of landing, or discharge any merchandise, passengers, or baggage; and no aircraft arriving in the United States from any place outside thereof or in an area from another area except directly from the Mainland shall discharge any passenger or employee without permission from the immigration officer in charge.

(d) *Emergency or forced landing.*—Should any aircraft coming into the United States from any place outside thereof, or into any area from any other area, make a forced landing in the United States, the aircraft commander or operator shall not allow any merchandise or baggage to be removed from the landing place without permission from a customs officer, nor allow any passenger or person employed thereon to depart from such landing place without permission of the quarantine and immigration officers, unless such removal or departure is necessary for purposes of safety or the preservation of life or property. As soon as practicable, the aircraft commander, or a member of the crew in charge, or the owner of the aircraft, shall communicate with the customs officer at the intended place of first landing or at the nearest airport of entry or other customs port of entry in that area and also with the nearest quarantine officer and immigration officer and make a full report of the circumstances of the flight and of the emergency or forced landing. \* \* \*

11.504 *Entry and clearance.*—[These are functions of the United States Customs and have no bearing on quarantine.]

11.505 *Entry of aircraft of scheduled airlines.*—[Regulated by the United States Customs and has no bearing on quarantine.]

11.506 *Clearance of aircraft of scheduled airlines.*—[Regulated by the United States Customs and has no bearing on quarantine.]

11.507 *Documents.*—[The forms described in 11.508 (a) (1) and 11.513 (c) and (e) shall be the primary documents required by the quarantine officer for the entry of aircraft.]

11.508 *Documents for entry.*—(a) At the time any aircraft arriving from outside the United States lands in any area in which making of entry is required \* \* \*, the aircraft commander shall deliver

(1) The aircraft's journey log book to the quarantine officer for inspection as to entries required by 11.513, \* \* \*

(2) [Has no bearing on quarantine.]

[(2) to (9), inclusive, and (c), (1) to (3), inclusive, have no bearing on quarantine.]

11.509 *Documents for clearance.*—[Regulated by the Department of Commerce, the United States Customs, and the United States Immigration Service and have no bearing on quarantine.]



11.510 *Omission of lists of aliens employed on board aircraft.*—[Regulated by the Commissioner of Immigration and Naturalization and has no bearing on quarantine.]

11.511 *Residue cargo; Customs.*—[Regulated by the United States States Customs and has no bearing on quarantine.]

11.512 *General provisions; Customs.*—[Regulated by the United States Customs and has no bearing on quarantine.]

11.513 *Public health requirements.*—(a) Release by Public Health Service.—No passengers or persons employed on board any aircraft arriving from any place outside the United States or landing in an area from another area shall be permitted to leave the aircraft at the place of first landing or the airport of entry in the United States except by authority of the quarantine officer assigned thereto. Such aircraft and any mail, baggage, cargo, or other contents on board shall be held at such place or airport until released by such officer. \* \* \*

(b) Special sanitary treatment.—Any aircraft arriving from any foreign port or place which the quarantine officer declares to be of such menace that it cannot be adequately or safely handled at the airport of first or intended landing shall be required to proceed with all passengers and persons employed on board and all mail, baggage, cargo, or other contents on board, as may be designated by such officer, to an airport indicated by such officer to have adequate facilities for such treatment as shall be prescribed by him.

(c) Entries in journey log book of arriving aircraft.—Any aircraft departing for the United States from any place outside thereof shall have entered in the journey log book<sup>1</sup> statements as to the occurrence of plague, cholera, yellow fever, typhus fever, and small-pox in the country from which the aircraft departed and in countries in which landings are made en route. There also shall be entered in the journey log book statements as to any sanitary measures undergone before departure or at such landings. These statements shall be verified and signed by the officers in charge of the airports from which the aircraft departed and at which it landed en route. In addition the aircraft commander shall enter a statement as to the occurrence of any sickness among the passengers and persons employed on board and as to any sanitary treatment performed en route.

(d) Spraying of arriving aircraft.—Any aircraft bound for the

<sup>1</sup> For this purpose, a journey log book is any document or book containing the following information: (1) nationality and identification marks of aircraft; (2) name and address of owner of aircraft; (3) name and address of commander of aircraft; (4) point of origin; (5) point of ultimate destination; (6) place and time of departure on trip; (7) intermediate stops and time of arrival at each stop; and (8) remarks; signed by the aircraft commander.

United States, from any place in South America or tropical Africa, or from any other region where yellow fever may appear, shall be sprayed during flight with an insecticide approved by the Surgeon General of the Public Health Service. The spraying shall be performed as soon as possible after departure from the last foreign port, in accordance with such method as may be prescribed by the Surgeon General of the Public Health Service. The same provision applies to aircraft bound for the mainland of the United States from any United States insular port.

(e) Statement of whereabouts of passengers and crew.—The commander of any aircraft arriving in the United States from any place in the Western Hemisphere located within the region bounded by 30 degrees south latitude and 13 degrees north latitude, or from any place in the African Continent located within the region bounded by 12 degrees south latitude and 16 degrees north latitude, or from any other place where yellow fever may appear, shall furnish the quarantine officer with a written statement showing the whereabouts of all passengers and members of the crew for a period of 6 days prior to embarkation for the United States.

(f) Importations of living disease organisms and vectors, shaving brushes, and parrots.—Importations of living disease organisms and vectors,<sup>2</sup> of shaving or lather brushes,<sup>3</sup> and of birds of the parrot family<sup>4</sup> are subject to the special regulations prescribed therefor.

(g) Entries in journey log book of departing aircraft.—Any aircraft clearing from any area for any place outside the United States may obtain from the quarantine officer for entry in the journey log book information regarding the occurrence of plague, cholera, yellow fever, typhus fever, and smallpox in the area.

(h) General provisions.—Except as otherwise provided in the regulations in this part (11.501 to 11.516, inclusive), aircraft and the passengers and merchandise and baggage carried thereon, arriving from any place outside the United States, shall be subject to the United States quarantine laws and regulations applicable to vessels so arriving, insofar as such laws and regulations are applicable to aircraft.

11.514 *General provisions; Entry and clearance.*—All navigation laws and regulations pertaining to the entry and clearance of vessels shall apply to civil aircraft to such extent and upon such conditions as are specified in the regulations in this part.

<sup>2</sup> Living disease organisms and vectors; Amendment No. 17 to Quarantine Regulations of the United States, March 4, 1938; Federal Register, March 10, 1938, p. 555.

<sup>3</sup> Brushes: Amendment No. 18 to Quarantine Regulations of the United States; Federal Register, March 22, 1939, p. 1287.

<sup>4</sup> Parrots: Executive Order 5264, Jan. 24, 1930; Foreign Quarantine Division Circular No. 67 and amendments; Federal Register, May 3, 1939, p. 1766.



11.515 *Penalties*.—(a) [Relates to violations of customs regulations and has no bearing on quarantine.]

(b) Any person violating any public health regulation relating to aircraft or any provision of the public health laws or regulations made applicable to aircraft by § 11.513 shall be subject to a civil penalty of \$500, and any aircraft used in connection with such violation shall be subject to seizure and forfeiture, as provided for in the public health laws and section 11 (b) and (c) of the Air Commerce Act of 1926 (49 U. S. C. 181 (b), (c)). Such penalty and forfeiture may be remitted or mitigated by the Federal Security Administrator.

(c) [Relates to violations of regulations of the Department of Commerce and has no bearing on quarantine.]

(d) [Relates to violations of immigration regulations and has no bearing on quarantine.]

(e) Liability to penalties with respect to any one of the sets of laws, i. e., the customs laws, the public health laws, the entry and clearance laws, and the immigration laws, under which the regulations in this part are prescribed, shall be separate from such liability with respect to any other set of such laws.

11.516 *Airports of entry*.—(a) Airports of entry will be designated after due investigation to establish the fact that a sufficient need exists in any particular district or area to justify such designation and to determine the airport best suited for such purpose.

(b) A specific airport will be designated in each case rather than a general area or district which may include several airports.

(c) The designation as an airport of entry may be withdrawn if it is found that the volume of business clearing through the port does not justify maintenance or inspection equipment and personnel, if proper facilities are not provided and maintained by the airport, if the rules and regulations of the Federal Government are not complied with, or if it be found that some other location would be more advantageous.

(d) Airports of entry shall be municipal airports, unless particular conditions which prevail warrant a departure from such requirement and shall be possessed of a currently effective designation as a "Designated Landing Area" issued by the Administrator of Civil Aeronautics. Additional requirements may be imposed as the needs of the district or area to be served by the airport may demand.

(e) Airports of entry shall provide without cost to the Federal Government suitable office and other space for the exclusive use of Federal officials connected with the port. A suitable surfaced loading area shall, in each case, be provided by the airport at a convenient location with respect to such office space. Such loading area shall

be reserved for the use of aircraft entering or clearing through the airport.

(f) Airports of entry shall be open to all aircraft for entry and clearance purposes and no charge shall be made for the use of said airports for such purposes. However, in cases where airports of entry authorize any such aircraft to use such airports for the taking on or discharging of passengers or cargo, or as a base for other commercial operations or for private operations, this paragraph shall not be interpreted to mean that charges may not be made for such commercial or private use of such airports.

(g) All aircraft entering or clearing through airports of entry shall receive the required servicing by airport personnel promptly and in the order of arrival or preparation for departure without discrimination. The charges made for such servicing shall in no case exceed the schedule of charges prevailing at the airport in question. A copy of said schedule of charges shall be posted in a conspicuous place at the office space provided for the use of Federal officials connected with the port.

(h) Airports of entry shall adopt and enforce observance of such requirements for the operation of airports, including airport rules, as may be prescribed or recommended by the Civil Aeronautics Authority. (R. S. 161, 251; sec. 644, 46 Stat. 761; sec. 7, 44 Stat. 572; sec. 5, 27 Stat. 451; sec. 23, 39 Stat. 894; sec. 24, 43 Stat. 166; 5 U. S. C. 22; 19 U. S. C. 66, 1644; 49 U. S. C. 177; 42 U. S. C. 94; 8 U. S. C. 102, 222. Secs. 201 (a), 205 (b), President's Reorganization Plan No. I, sec. 1, President's Reorganization Plan No. V; 4 F. R. 2728, 2729, 5 F. R. 2132, 2223. E. O. 9083, Feb. 28, 1942; 7 F. R. 1609.)

The Airport of Entry Regulations approved on October 6, 1931, by the Secretary of the Treasury, the Secretary of Commerce, and the Secretary of Labor, published in T. D. 45174 (19 CFR 4.11), are hereby superseded.

[SEAL]

PAUL V. McNUTT,  
*Federal Security Administrator.*

(The above regulations, designated as "Air Commerce Regulations," were signed also by the administrative heads of the Treasury Department, the Department of Commerce, and the Department of Justice.)

NOTE.—Additional authority for the application of sanitary measures to aircraft is to be found in the International Sanitary Convention for Aerial Navigation (pp. 28 to 41); and in Article 61 of the Pan American Sanitary Code (pp. 42 and 43).



# QUARANTINE TREATMENT OF MILITARY AIRCRAFT

FEDERAL SECURITY AGENCY

U. S. PUBLIC HEALTH SERVICE

Washington

Revised December 20, 1941.

Foreign Quarantine Division Circular No. 71.

To: Medical Officers in Charge, U. S. Quarantine Stations, and Others Concerned.

Subject: Quarantine Inspection and Treatment of Aircraft of the Military Forces of the United States.

The following measures will be observed in connection with quarantine inspection and treatment of aircraft of the military forces of the United States:

Class I. *In the absence of quarantinable diseases or epidemic conditions at any port of departure or call, flights of military aircraft of the United States may be made nonstop to and from the following areas without quarantine restrictions:*

United States  
Puerto Rico  
Canal Zone  
Virgin Islands  
Alaska

Canada  
Cuba and Bahama Islands  
(All other islands of the Caribbean area where U. S. air bases may be established are included.)

Class II. *Flights having contact with all other areas.*—The officer in charge of the flight should communicate with the quarantine authority in the area where landing is contemplated in ample time to permit this official to be on the field and carry out such procedures as may be indicated.

All personnel on the flight must be confined to the landing field, or to such area as may be designated by the quarantine officer, until released by the quarantine officer.

*Disinsectization of aircraft.*—Disinsectization procedure may be carried out on the ground immediately prior to the take-off from the last field en route to the United States or immediately after landing on United States soil. Planes coming from areas where yellow fever is endemic or epidemic should be sprayed both on departure from such areas and on arrival in the United States.

(a) *Using compressed air spraying mechanism.*—All enclosed spaces of the planes must be sprayed with insecticide of a strength not less than standard pyrethrum extract (2 grams pyrethrins per 100 cubic centimeters) using not less than 5 cubic centimeters of the mixture per 1,000 cubic feet of enclosed space. Compartments occupied by passengers and aircraft personnel should be kept tightly closed for at least 2 minutes after the insecticide is introduced.

(b) *Using hand-type spraying mechanism.*—When a hand-pump type of spray apparatus is used, the quantity of insecticide should be increased to not less than 8 cubic centimeters of the standard pyrethrum extract per 1,000 cubic feet, with the plane closed for not less than 2 minutes.

*Special temporary provisions.*—For the period of the existing national emergency, the Surgeon General may in his discretion, when requested by the competent military authorities, designate the senior medical officer of an Army or a Navy air base to serve as quarantine officer for the inspection and treatment of military aircraft, carrying only military personnel, which may be proceeding on confidential missions. This delegation of quarantine authority will convey to the military service concerned full responsibility for preventing the introduction into the United States of dangerous communicable diseases and of insect vectors of disease.

THOMAS PARRAN,  
*Surgeon General.*

## DISINSECTIZATION OF COMMERCIAL AIRCRAFT

FEDERAL SECURITY AGENCY

U. S. PUBLIC HEALTH SERVICE

Washington

June 15, 1942.

Foreign Quarantine Division Circular No. 77.

To: Medical Officers in Charge, U. S. Quarantine Stations, and Others Concerned.  
Subject: Disinsectization of Commercial Aircraft.

1. Incident to the increase of aircraft traffic with foreign areas the danger of the introduction into the United States of exotic insect vectors of disease is greatly increased. In this connection, the Service is especially interested in preventing the introduction of *Aedes aegypti* mosquitoes from areas in which yellow fever is endemic or epidemic and in excluding the *Anopheles gambiae*, a highly efficient carrier of malaria, which as yet has not appeared in the United States.

2. Under existing circumstances, sole dependence cannot be placed on inspection to determine whether an aircraft has on board living insects capable of transmitting disease and in consequence is in need of disinsectization.

3. (a) Aircraft arriving at United States airports located south of 40 degrees north latitude from points on the South American mainland lying north of 30 degrees south latitude or from any point on the African continent will be disinsectized, without preliminary inspection, immediately after the disembarkation of passengers and crew and before baggage, merchandise, and mail are discharged.

(b) When the quarantine officer is informed or has good reason to believe that yellow fever is epidemic in an area from which an aircraft arrives, he is directed to disinsectize all compartments of the aircraft before the discharge of passengers, crew, baggage, merchandise, and mail. No person other than the quarantine officer or the inspector who does the spraying will be allowed on board until disinsectization is completed, and the plane will be kept tightly closed throughout the procedure.

(c) The same treatment shall be applied to aircraft coming nonstop from Africa or any other foreign area which may be designated by the Surgeon General as dangerous on account of the presence of exotic insect vectors of disease.

4. The specifications for disinsectization set forth in Foreign Quarantine Division Circular No. 71 will be applied whenever aircraft are sprayed for the destruction of mosquitoes and other insects.

5. It is not intended that the practice of spraying aircraft in flight be discontinued. Rather its importance is to be emphasized, and operators of commercial aircraft should be encouraged to spray thoroughly as a means of safeguarding passengers and flight personnel on board.

THOMAS PARRAN,  
*Surgeon General.*



## QUARANTINE AND IMMIGRATION MEDICAL INSPECTION OF PASSENGERS AND CREW OF AIRCRAFT

The accelerated tempo of travel by air is reflected in the desire of the aircraft passenger that his entry on arrival be expedited in every way possible. It is the manifest duty of the quarantine officer to co-operate in the accomplishment of this desire to the fullest extent compatible with the effective application of quarantine safeguards.

1. *Quarantine inspection.*—The arrival of an airplane of a scheduled airline from a foreign area is followed by an orderly succession of events in which the United States quarantine, immigration, and customs officials perform the inspections provided for in the regulations which govern their respective functions. Logically, quarantine inspection is completed first and is conducted so as to expedite the reference of passengers to the other Federal inspection services concerned with their entry.

The "Aircraft Quarantine Declaration," previously signed by the aircraft commander, together with "Certificates of Origin of Passengers," when these are applicable, are delivered to the quarantine officer before passengers are presented for inspection. The declaration lists ports of origin and call, giving dates of the aircraft's departure in every instance; gives numbers and citizenship status of passengers and crew; lists persons by name who were ill during the voyage; lists living animals and bacterial cultures or viruses carried as merchandise or mail; and certifies as to the disinsectization of the aircraft. As the aircraft commander's declaration contains all or substantially all data prescribed for entries in a journey log book (see 11.513 (c) and footnote (1) thereto) the quarantine officer may accept the declaration in lieu thereof.

The reverse side of the aircraft quarantine declaration form is used by the quarantine officer to record the particulars of the plane's arrival and clearance; the number of immigration medical examinations performed, and action taken; the names and addresses of persons placed under sanitary surveillance; and the number and kind of insects found alive or dead on the aircraft. Particulars of quarantine treatment, including disinsectization, are noted whenever such measures are applied.

As rapidly as possible after being discharged from an arriving aircraft, passengers are assembled and presented to the quarantine officer for inspection. The names and citizenship status of passengers

are obtained from a master list furnished by the immigration officer at the airport. American citizens are inspected first, but the temperature is taken simultaneously of all passengers arriving from areas in which yellow fever is endemic or epidemic. Persons showing an elevation of temperature or other evidence of illness are detained by the quarantine officer until a diagnosis is made.

When a quarantinable disease is recognized or suspected, all passengers are detained until disposed of by the quarantine officer in accordance with the requirements of the United States Quarantine Laws and Regulations applying in the particular instance.

A "Certificate of Origin of Passengers," issued to the passenger by the agency furnishing the aircraft transportation, is required of each passenger embarking at a place in the Western Hemisphere lying in the region bounded by 30 degrees south latitude and 13 degrees north latitude but an approved certificate of vaccination against yellow fever will be accepted in lieu of this certificate. The certificate of origin accounts for the passenger's whereabouts during the six-day period immediately preceding his embarkation by air on the flight which brought him to the United States. Passengers presenting such certificates of origin are questioned to verify the statements contained therein.

Persons who present satisfactory evidence (International Certificate of Vaccination or other certificate issued by a representative of the national health department of a foreign country signatory to the Pan American Sanitary Code or the International Sanitary Convention for Aerial Navigation) of having been immunized against yellow fever, cholera, typhus fever or smallpox will not be detained on suspicion of one of these diseases nor be subjected to sanitary surveillance because of presumed exposure to such diseases.

If a nonimmune passenger has been, within the six days covered by the certificate of origin, in an area known or suspected of being infected with yellow fever (endemic or epidemic), a record is made of his name and of his United States destination and of any intermediate stops he proposes to make. If an apparently well passenger who presumably may have been exposed to yellow fever or to another quarantinable disease while in a foreign area, gives satisfactory assurance of cooperation, he is permitted to continue his travel after being handed a typed request (in English, Spanish, Portuguese and French) to report his arrival to the health officer of each community in which he plans to stop, including his final destination, during the period of time he is to remain under sanitary surveillance. The traveler is given to understand that the surveillance contemplated will not interfere with his movements so long as he remains in good health and that in any event surveillance will not extend over a maximum of fourteen days.

to cover the incubation period of any or all of the quarantinable diseases. The length of time for which surveillance is to be maintained will, in each instance, be dictated by the incubation period of the disease or diseases to which the passenger presumably has been exposed.

To supplement the notice given the passenger, the quarantine officer notifies health officers having jurisdiction in the communities to be visited, giving the traveler's name and address and the probable date of arrival. Copies of such notices will be sent to the State health officers concerned. The quarantine officer is authorized to use either air mail or the telegraph in notifying local health officers but, in any event, is required to select a method of communication which will insure the delivery of the notice before the traveler arrives within the jurisdiction of the health officer being notified.

As a general proposition, health officers in the area south of a line running from Philadelphia to San Francisco (roughly 40 degrees north latitude) are requested to maintain surveillance of air travelers for yellow fever during the period May 1 to October 30, inclusive. During the remainder of the year requests for such surveillance are sent only to health officers in Texas, Louisiana, Mississippi, Alabama, and Florida.

Cases of quarantinable disease will be handled in accordance with the provisions of the United States Quarantine Laws and Regulations and the International Sanitary Convention for Aerial Navigation.

Cases of nonquarantinable communicable diseases will be reported to the local health officer having jurisdiction in the community in which the airport of arrival is located. Such cases will be held pending disposition by the local health officer.

As soon as the quarantine inspection is completed, American citizens are dismissed so that other official formalities connected with their entry may be expedited.

2. *Immigration medical inspection.*—Passengers and aircraft whose voyages originate at points in Puerto Rico, Cuba, the Virgin Islands, and the Bahamas ordinarily have no quarantine significance and, in the absence of quarantinable diseases or epidemics of dangerous communicable diseases in those areas, are exempt from quarantine inspection. However, all passengers arriving by air from the islands named above are questioned as to whether they have been within the 6 days just prior to their arrival in the United States, in South America or another area in which yellow fever may be endemic or epidemic. American citizens who answer in the negative are dismissed; both citizens and aliens who have been in an area known or suspected of being infected with yellow fever within the preceding 6 days are handled in accordance with the appropriate provisions contained in Section 1, "Quarantine Inspection."



The inspection of aliens is conducted in the manner prescribed by the Immigration Laws and as provided for in the Public Health Service Regulations governing the medical examination of aliens.

3. *Special examinations.*—(a) Living disease organisms and vectors: The importation of living disease organisms and vectors, including bacteria, viruses, and any insect, animal, or plant, capable of transmitting any contagious or infectious disease, is regulated by Amendment No. 17 to the Quarantine Regulations of the United States. No article or thing coming within the provisions of paragraph 128-A or paragraph 128-B of this Amendment shall be admitted into the United States without a specific permit issued by the Surgeon General of the Public Health Service, and in the absence of such a permit shall be held in customs custody and excluded.

The quarantine officer is authorized to exercise discretion in admitting suitably packed and protected specimens of human tissues obviously intended for diagnostic examination, when the shipment is consigned from a physician to a pathological or bacteriological laboratory. When the quarantine officer is in doubt regarding the application of Amendment No. 17 to such a shipment, it should be held pending the receipt of instructions from the Surgeon General of the Public Health Service.

(b) Psittacine birds: The provisions of Amendment No. 17 do not apply to birds of the parrot family. Executive order No. 5264, January 24, 1930, and Foreign Quarantine Division Circular No. 67 and amendments thereto govern the admission of such birds.

**FORMS USED IN INTERNATIONAL AERIAL QUARANTINE**

The forms used in international aerial quarantine are presented on pages 16-21, inclusive.

FEDERAL SECURITY AGENCY  
U. S. PUBLIC HEALTH SERVICE  
AIRCRAFT QUARANTINE DECLARATION

Airport of entry -----  
Date -----

1. License number ----- Nationality -----  
2. List below port of origin and all ports of call, giving date of departure from each :

	<i>Port of origin and ports of call</i>	<i>Date of departure</i>
(1)	-----	-----
(2)	-----	-----
(3)	-----	-----
(4)	-----	-----
(5)	-----	-----
(6)	-----	-----
(7)	-----	-----
(8)	-----	-----
(9)	-----	-----
(10)	-----	-----
(11)	-----	-----
(12)	-----	-----

3. Total aboard: ----- Crew (U. S. citizens) ----- Crew (aliens) -----  
Passengers (U. S. citizens) ----- Passengers  
(aliens) -----

4. Names of persons ill during trip (passengers and crew): -----  
-----  
-----

5. List of living animals, birds, insects, bacterial cultures and viruses manifested or known to be on board -----  
-----

6. Disinsectization: Method -----  
Date and hour: ----- Performed by: -----

I certify that the foregoing statements are true and that, to the best of my knowledge and belief, the aircraft, passengers, officers, crew, and cargo conform in all respects to the requirements imposed by the Quarantine Laws and Regulations of the United States.

-----  
(Signature of Aircraft Commander)

NOTE.—This declaration, signed by the Commander of the aircraft, is to be delivered to the U. S. Quarantine Officer immediately upon arrival.

[Face]



(This is the reverse side of the Aircraft Quarantine Declaration form and is for the use of the Quarantine Officer)

## 7. Insect inspection:

<i>Species</i>	<i>Number</i>	<i>Viability</i>	<i>Where in Plane Recovered</i>
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----

8. Entered quarantine ----- Released -----

9. Pratique granted -----

Exceptions and requirements -----

## 10. Persons placed under surveillance:

<i>Name</i>	<i>Place of departure</i>	<i>Address at destination</i>
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----

## 11. Immigration examinations:

<i>Inspected and passed</i>	<i>Examined intensively</i>	<i>Certified</i>	
		<b>A</b>	<b>B</b>
Passengers: -----	-----	-----	-----
Crew: -----	-----	-----	-----
Total: -----	-----	-----	-----

## 12. Certificates:

<i>Name</i>	<i>Nationality</i>	<i>Class</i>	<i>Defect</i>
-----	-----	-----	-----
-----	-----	-----	-----
-----	-----	-----	-----

U. S. Public Health Service  
Quarantine Officer

# CERTIFICATE OF ORIGIN

Pan American Sanitary Bureau  
Standard Form

Modelo Oficial, Oficina Sanitaria Pan-  
americana

Modelo Oficial, Repartição Sanitaria  
Panamericana

Issuing Agency	}	-----
Agencia emisora		
Agencia emissora		
Place	}	-----
Sitio		
Logar		
Date issued	}	-----
Fecha		
Data		

## CERTIFICATE OF ORIGIN OF PASSENGERS\* CERTIFICADO DE ORIGEN DE LOS PASAJEROS\* CERTIDÃO DE ORIGEM DOS PASSAGEIROS\*

*(To be filled in by agency issuing airplane passage)*  
*(Para ser llenado por la agencia emisora del pasaje por avión)*  
*(Para ser enchida pela agencia emissora da passagem por avião)*

**NOTE:** This certificate is a personal one and should be retained by the passenger along with vaccination and health certificates.

**NOTA:** Este certificado es propiedad personal y debe retenerlo el pasajero junto con los certificados de vacunación y de salud.

**NOTA:** Esta certidão é propriedade pessoal e o passageiro deve retê-la junta com as certidões de vaccina e saúde.

Name of passenger	}	-----
Nombre del pasajero		
Nome do passageiro		

Where does voyage begin?	}	Date	}	-----
¿Dónde comienza el viaje?				
Onde começa a viagem?				
		Fecha		
		Data		

Where does voyage end?	}	Date	}	-----
¿Dónde termina el viaje?				
Onde termina a viagem?				
		Fecha		
		Data		

Will voyage be direct, or will there be stopovers?	}	-----
¿Será el viaje directo, o habrá escalas?		
Será a viagem directa, ou terá escalas?		

The Certificate of Origin of Passengers is printed in English, Spanish, and country signatory to the Pan American Sanitary Code this certificate may be during the period covered by the certificate.



## OF PASSENGERS

<i>Places of Stopover Escalas</i>	<i>Date of arrival Fecha de llegada Data da chegada</i>	<i>Date of departure Fecha de salida Data da partida</i>
-----	-----	-----
-----	-----	-----
-----	-----	-----
-----	-----	-----

Where does passenger reside when at home }

Domicilio fijo del pasajero }

Domicilio do passageiro }

On what date did passenger arrive in city where will embark? }

Fecha de la llegada del pasajero a la ciudad de donde embarcará }

Data da chegada do passageiro á cidade onde embarcará }

Give localities visited or resided in for 6 days prior to embarkation:

Anótese las localidades visitadas o en que residiera durante los 6 días anteriores al embarque:

Anotem-se as localidades visitadas ou em que residio durante os 6 dias anteriores ao embarque:

1 <sup>st</sup> day {	4 <sup>th</sup> day {
1 <sup>er</sup> día {	4 <sup>o</sup> día {
1 <sup>o</sup> dia {	4 <sup>o</sup> dia {
2 <sup>nd</sup> day {	5 <sup>th</sup> day {
2 <sup>o</sup> día {	5 <sup>o</sup> día {
2 <sup>o</sup> dia {	5 <sup>o</sup> dia {
3 <sup>rd</sup> day {	6 <sup>th</sup> day {
3 <sup>er</sup> día {	6 <sup>o</sup> día {
3 <sup>o</sup> dia {	6 <sup>o</sup> dia {

**\*Remarks:**

Persons who can present satisfactory evidence that they have had yellow fever, or who can present certificates of vaccination against yellow fever, will not need Certificates of Origin.

This form will not be required of international passengers originating south of 30° South Latitude unless they make stopovers in the area north of this parallel in excess of one day while en route to their destination.

**\*Observaciones:**

No necesitan Certificados de Origen las personas que presenten pruebas satisfactorias de que han padecido de fiebre amarilla, o certificado de vacunación contra la fiebre amarilla.

Tampoco se exigirá este Certificado a los pasajeros internacionales procedentes de una localidad al sur de 30° Latitud Sur, a menos que hagan escala al norte de dicho paralelo por más de un día mientras se hallen en ruta a su punto de destino.

**\*Observações:**

Não necessitam Certidões de Origem as pessoas que possam apresentar provas satisfactorias de que tiveram febre amarela ou que possuam a certidão de vacína contra febre amarela.

Não se exigirá esta Certidão aos passageiros internacionais procedentes de uma localidade ao sul do 30° Latitud Sul, a menos que façam escala por uma zona ao norte deste paralelo por mais de um dia em rota aos seus pontos de destino.

**Portuguese. When completed by the agency issuing airplane passage in any accepted by the quarantine officer as evidence of the whereabouts of the bearer**

Form No. 6—PAN AMERICAN SANITARY BUREAU, WASHINGTON

## INTERNATIONAL CERTIFICATE OF VACCINATION

Place \_\_\_\_\_  
Date \_\_\_\_\_

This is to certify that \_\_\_\_\_

Sex \_\_\_\_\_ Age \_\_\_\_\_ Color \_\_\_\_\_ Nativity \_\_\_\_\_

was on the dates indicated vaccinated against:

(Cross out portions not applicable)

Cholera— Doses: 1<sup>st</sup> \_\_\_\_\_ 2<sup>nd</sup> \_\_\_\_\_ 3<sup>rd</sup> \_\_\_\_\_

Smallpox—Type of reaction: \_\_\_\_\_

Immune Vaccinoid Vaccinia

Typhus \_\_\_\_\_

Yellow fever \_\_\_\_\_

Other diseases (specify). \_\_\_\_\_

Medical Officer

(Signature of person vaccinated)

(Title)

(Seal)

The International Vaccination Certificate form is printed in English, Spanish, Portuguese, and French, the four languages of the American republics. This form is approved by the Public Health Service and may be used by quarantine officers in certifying to the vaccination status of persons departing the United States and, when completed and signed by the proper official of the health department of any country signatory to the Pan American Sanitary Code, may be accepted by quarantine officers at United States Ports of entry.

## NOTICE TO PASSENGERS ARRIVING BY AIRCRAFT

You are being permitted to proceed to your destination in the United States, but inasmuch as your recent travel was in an area which is under international quarantine observation, you are requested to promptly notify the local Health Officer of your arrival in his community. As advance information concerning your destination and the approximate time of arrival will have gone forward, the local Health officer will be expecting a call from you.

Medical Officer,

U. S. Public Health Service.

## AVISO A LOS PASAJEROS QUE LLEGAN POR AVIÓN

Por la presente permítese a Ud. seguir hasta su destino en Estados Unidos, pero como su reciente viaje tuvo lugar en una zona que se halla en observación de la cuarentena internacional, se le solicita que avise al Médico Municipal de Sanidad tan pronto como llegue a su localidad. Como ya se habrán enviado de antemano informes acerca de su destino y fecha aproximada de su llegada, el Médico Municipal de Sanidad esperará que Ud. se comuniqué con él.

Funcionario Médico,

Servicio de Sanidad Pública

de Estados Unidos.

## AVISO AOS VIAJANTES QUE CHEGAM POR AVIÃO

V. S. tem permissão de prosseguir viagem até o ponto de destino nos Estados Unidos da América; dado porém o fato de sua viagem ter-se realizado em zona sob observação da quarentena internacional, solicita-se-lhe avisar ao médico municipal da saúde pública logo que chegar à localidade deste funcionário, que previamente informado de seu destino e data aproximada de sua chegada, esperará que V. S. o avise quando chegar.

*Funcionário Médico,  
Serviço de Saúde Pública  
dos Estados Unidos.*

## AVIS AUX VOYAGEURS ARRIVANT PAR AVION

Pár la présente on vous autorize à proceder à votre destination aux Etats-Unis. Maintenant comme vous venez de voyager dans une zone qui se trouve sous surveillance par la quarantaine internationale, on prie de notifier promptement votre arrivée au Directeur de Santé Municipal de la localité ou vous allez. Comme ce fonctionnaire a été prévenu concernant votre destination et date approximative de votre arrivée, vous devez vous communiquer avec lui.

*Médecin de la Santé,  
Service d'Hygiène Publique  
des Etats-Unis.*

## LETTER REQUESTING SURVEILLANCE OF TRAVELER

U. S. Quarantine Station  
----- (Place)  
----- (Date)

Name and address  
of Local Health Officer

SIR: This is to inform you that ----- arrived by  
(name of passenger)

air at ----- on ----- from an area  
(place of entry) (date of arrival)

in South America where yellow fever may be present.

This passenger expects to proceed to ----- and has promised to report  
(street or other local address and name of town and state)

to you on arrival -----  
(date of expected arrival)

You are requested to maintain surveillance by telephone or personal observation, until -----  
(date)

Should a suspicious fever develop, please notify this office by telegram,  
-----  
(Government rate collect)

Respectfully,

-----  
Quarantine Officer.

(CC to State Health Officer concerned.)

---

NOTE.—Suggested form of letter to be used in requesting a local health officer to maintain surveillance over an air traveler coming from a foreign area in which yellow fever is endemic or epidemic. As an original letter is to be sent in each instance, the form of the letter may be changed to cover any of the five designated diseases; plague, cholera, yellow fever, typhus, or smallpox.



## INSPECTION AND DISINSECTIZATION OF AIRCRAFT

1. *Inspection of aircraft for insects.*—Inspection of aircraft arriving from foreign areas to detect the presence of live mosquitoes or other insects which may transmit disease, or to recover dead insects as an index of the efficacy of disinsectization done at foreign ports, is an essential element of aircraft quarantine procedure.

Success in inspecting aircraft for insects requires that the work be done systematically and with meticulous attention to detail. The ingenuity of mosquitoes, especially *Aedes aegypti*, in hiding or in resting on dark-colored materials which effectively camouflage their presence, challenges the best efforts of the inspector. If potentially dangerous insects are not to be missed, the inspector must know where and how to search and must conduct his inspection so methodically that no possible hiding place is overlooked. Mosquitoes and other insects in flight are easier to detect than those which are resting. For this reason, hangings and other movable material should be shaken or otherwise disturbed so as to force the movement of flying insects.

*Inspector's equipment.*—1. A powerful flashlight capable of being focused to produce a small bright spot within the larger zone of light.

2. Hand type spraying apparatus and a supply of standardized pyrethrum extract.

3. A spring-drive interval timer.

4. If an accurate count and identification of live insects is to be made, the inspector should be equipped with a chloroform or cyanide catching tube, and pill boxes in which a few naphthalene flakes are covered by a layer of cotton padding.

*Method of inspection—hydroplanes.*—Immediately after the last passenger leaves the plane, the inspector places the timer near the hatch, set to ring in six minutes. Closing the hatch after entering, he begins in the tail section of the plane and works forward fairly rapidly, searching only for living insects. In each compartment draperies are shaken and cushions slapped, in an effort to stir into flight any living insect that may be present. After examining the anchor locker forward, the return search is devoted to an effort to locate dead insects. Every square foot of flat surface in the plane is to be examined systematically. By directing the flashlight beam parallel to flat surfaces, insects are more readily detected. The ringing of the timer is a signal to the porters to open the plane and begin

unloading mail and baggage. At this time the crew's compartment is the only space in which the inspector can work undisturbed. After the baggage has been unloaded, the empty compartment is re-examined and the search continued until the inspector is satisfied that all insects on the plane have been found.

*Land-type planes.*—When the baggage compartments beneath the fuselage of the plane are opened, the inspector should immediately make a quick examination of these compartments and their contents. The inspector then undertakes the methodical examination of the passenger and crew compartments as prescribed for hydroplanes, finally re-examining the baggage compartment after it has been unloaded.

*Efficacy of inspection.*—On the basis of experimental work, it must be concluded that not more than 10 percent of mosquitoes which gain access to an airplane are subsequently detected or recovered by the inspector. Mosquitoes which have been killed during previous disinsectization may fall into obscure places or, if they are killed in passenger compartments, may be crushed too badly by the movement of the passengers to make recognition or identification possible.

*Comment.*—The presence of living insects in aircraft arriving from foreign areas must be accepted as evidence of potential danger, whether or not the insects are identified as carriers of disease. When living insects are found, it indicates inadequate disinsectization and the inspector should keep the plane sealed and refumigate when such measures are warranted.

2. *Disinsectization of aircraft.*—The use of spray material containing pyrethins for the disinsectization of aircraft has been developed to the point where an effective kill of all mosquitoes is assured, if spraying is thoroughly done and if the prescribed concentration of pyrethins and the designated exposure time are rigorously adhered to.

The efficacy of the spray method of disinsectization depends on dispersion of the finely atomized pyrethrum concentrate to all parts of the enclosed space. The spray apparatus described in Public Health Service Reprint No. 2169 operates best on air pressure of approximately 45 pounds.

*Insecticide.*—The standard pyrethrum concentrate contains not less than 2 grams of pyrethrins per 100 cubic centimeters of vehicle. Various products, approved on the basis of laboratory and field tests, are available under the following designations:

"Pyrethrum Concentrate—20 to 1 strength."

"Pyrethrum Extract Standardized."

"Pyrethrum Extract No. 20."

"Pyrethrum Concentrate No. 20."

"No. 20 Extract Standardized."

(In case difficulty is experienced in securing the standard insecticide, the names and addresses of dealers able to supply it will be furnished on request to the Surgeon General.)

*Using compressed air spraying mechanism.*—All enclosed spaces of an aircraft should be sprayed, using not less than 5 cubic centimeters of the standardized pyrethrum extract per 1,000 cubic feet of air space. Compartments used by passengers and plane personnel should be kept tightly closed for at least 2 minutes after the insecticide is introduced.

*Using hand-type spraying mechanism.*—Otherwise following the same procedure as when power driven spraying apparatus is used, compartments should be treated with 8 cubic centimeters of the standardized pyrethrum extract per 1,000 cubic feet of air space.

*When to disinsectize aircraft.*—Ordinarily the spraying procedure may be carried out on the ground immediately prior to the take-off from the last field en route to the United States or immediately after landing on United States soil.

Aircraft coming from areas where yellow fever is endemic or epidemic and from areas where the *Anopheles gambiae* mosquito is indigenous, should be sprayed both on departure from such areas and again on arriving in the United States.



## ABSTRACT OF THE INTERNATIONAL SANITARY CONVENTION FOR AERIAL NAVIGATION

### INTRODUCTION

The International Sanitary Convention for Aerial Navigation was concluded at The Hague, April 12, 1933, and signed by the representatives of twenty-three governments, including the United States of America.

Subsequently, seventeen governments ratified the convention and seven have adhered to it, giving it the effect of law in their respective jurisdictions, namely, Australia, Egypt, Great Britain and Northern Ireland including British Colonies and Protectorates, Morocco, Monaco, the Netherlands, Rumania, Syria and Lebanon, Tunis, Germany, Poland, the United States of America, Italy and colonial possessions, Belgium, Greece, Union of South Africa, Sweden, Chile, Bolivia, Brazil, Iraq, Sudan, Turkey, and Liberia.

The effective date of the convention in the United States is July 25, 1935, on which date our ratification was deposited with the Government of the Netherlands.

In formulating the articles of the convention due consideration was given to insuring the maximum of protection against the importation of plague, cholera, yellow fever, exanthematous typhus and smallpox while imposing the minimum of interference with the movement of aircraft engaging in international commerce.

Provision is made for immediate notification of first nonimported cases of plague, cholera, and yellow fever, and for notification of the appearance in epidemic form of exanthematous typhus and smallpox.

Such terms as "observation," "surveillance," "authorized aerodromes," "sanitary aerodromes," and "anti-amaryl aerodromes" are defined, and maximum standards are set up for staffing, equipping and operating such aerodromes.

Detailed instructions are given for the handling of aircraft—including passengers, crew, personal effects, and merchandise and mail—arriving from infected local areas; with and without cases of the designated diseases on board.

The complete text of the International Sanitary Convention for Aerial Navigation appears as Supplement 120 to the Public Health Reports, a copy of which may be secured from the Surgeon General, Public Health Service, Washington, D. C.

In the following text an effort has been made to clarify the convention and to simplify its application in quarantine practice by reassembling pertinent articles under the following headings:

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### J. Aerodromes

Whatever in the convention relates to aerodromes, applies, with the necessary changes, to places for the landing on water of hydroplanes and similar craft.

(a) An *authorized aerodrome* is one which has been designated by competent authority as the place where aircraft may make their first landing on entering a territory or from which they may depart. An *authorized aerodrome* shall be provided with a sanitary organization adapted to current needs for prophylaxis. The minimum arrangement will insure the attendance of a doctor at such times as may be necessary for the medical examinations required by the convention.

In order that an *authorized aerodrome*, which is not a sanitary aerodrome, may be designated a local area for the purposes of notification of infectious diseases and for other purposes as provided by the convention, it is necessary, in addition, that it shall be so situated topographically as to be beyond all probable risk of infection from without.

(b) A *sanitary aerodrome* is an authorized aerodrome organized and equipped as follows:

1. Minimum medical organization of one medical officer and one or two sanitary inspectors—not necessarily in permanent attendance; the medical officer shall be an official of or approved by competent sanitary authority.

2. A place for medical inspection.

3. Facilities for examining or having examined suspected material.

4. Facilities for the isolation, transport and care of the sick; for the isolation of contacts; and for carrying out other prophylactic measures, either within the aerodrome or in proximity to it.

5. Apparatus for carrying out disinfection, disinsectization, and deratization; as well as other authorized measures.

6. The aerodrome shall be provided with safe drinking water, and with a proper system for the disposal of excreta and refuse and for the removal of waste water. It shall, as far as possible, be protected from rats.

In order that a *sanitary aerodrome* may be designated as a local area for the purposes of notification of infectious diseases and for other purposes as provided by the convention, it must be so organized that:

1. The entry or exit of any person is under the supervision and control of the competent authority.

2. In case of one of the five designated diseases occurring in the surrounding territory, access to the aerodrome by any route other than air is forbidden to persons suspected of being infected, and measures are applied, to the satisfaction of the competent authority, with a view to preventing persons who are resident in or passing through the aerodrome from being exposed to the risk of infection, either by contact with persons from outside or by any other means.

(c) An *anti-amaryl aerodrome* is a sanitary aerodrome located in a region where yellow fever exists in a form clinically or biologically recognizable. In addition to fulfilling the requirements for a sanitary aerodrome, the *anti-amaryl aerodrome* shall be:

1. At an adequate distance from the nearest inhabited center.

2. Provided with a water supply protected against mosquitoes, and kept free from mosquitoes by suppression of breeding places and destruction of insects.

3. Provided with mosquito-proofed dwellings for staff of aerodrome and for crews of aircraft.

4. Provided with mosquito-proofed dwellings in which passengers can be housed or hospitalized.

Notification of the creation of an *anti-amaryl aerodrome* shall be made in accordance with the provisions of article 7 of the convention. Consequent on this notification, the declaration of the presence of yellow fever in an adjacent town, village or local area shall not apply to the aerodrome, nor shall the aerodrome be declared infected unless yellow fever occurs among persons residing therein.

If an *anti-amaryl aerodrome* becomes infected, aerial navigation from that aerodrome to any other territory shall be discontinued until all measures have been taken to free it from infection and all risk of the spread of yellow fever has ceased.

## II. Aircraft

*General provisions.*—The word “aircraft” includes any machine which can derive support in the atmosphere from reactions in the air and is intended for aerial navigation.



Except as expressly provided for in the convention, aircraft are exempt from sanitary formalities at aerodromes, both of call and of final destination, and may not be detained for longer than is strictly necessary to apply prescribed prophylactic measures even when they have been occupied by persons suffering from plague, cholera, yellow fever, typhus, or smallpox.

Aircraft in flight are forbidden to throw or to let fall matter capable of producing the outbreak of infectious disease.

*Duties (sanitary) of aircraft commander.*—The commander of the aircraft is required, on landing, to place himself at the disposal of the sanitary authority, to answer all requests for information affecting public health which are made to him by the competent service, and to produce the aircraft's papers for examination.

Should an aircraft, on entering a territory, land elsewhere than on a sanitary or authorized aerodrome, the commander of the aircraft shall, if the aircraft comes from an infected local area or is itself infected, notify the nearest local authority to this effect.

If the commander of an aircraft wishes to disembark a sick person he shall, so far as he is able, notify the aerodrome of arrival in good time before landing.

*Inspection of aircraft and persons.*—In the case of sanitary or authorized aerodromes, the medical officer attached to the aerodrome has the right, either before the departure or after the landing of aircraft, to inspect the sanitary condition of passengers and crew, whenever circumstances justify this measure. This visit should, however, be so arranged as to avoid any delay or interference with the continuation of the voyage.

No fee shall be charged for inspection. (Exception noted in case of Egypt.)

### III. Documents

(a) *Bills of health.*—Aircraft shall not be required to carry bills of health.

(b) *Journey log book.*—The following entries shall be made in the journey log book, under the heading "Observations":

1. Any facts relevant to public health which have arisen on the aircraft in the course of the voyage;

2. Any sanitary measures undergone by the aircraft before departure or at places of call in application of the present convention;

3. Information concerning the appearance in the country from which the aircraft is departing of any of the five diseases specified in this convention. The competent authorities of authorized aerodromes shall enter information regarding outbreaks of such disease and their nature in the journey log book of any aircraft leaving the aerodrome during a period of 15 days from the date on which the information was first received.

The entries made in the journey log book shall be verified and certified free of charge by the competent authority of the aerodrome.

(c) *Certificates of sanitary measures.*—The aerodrome authority applying sanitary measures shall, whenever requested, furnish free of charge to the commander of the aircraft a certificate specifying the nature of the measures, methods employed, parts of the aircraft treated, and reasons why the measures have been applied.

The authority shall also issue, on demand and without charge, to passengers arriving by aircraft in which a case of one of the five designated diseases has occurred, a certificate showing the date of their arrival and the measures to which they and their luggage have been subjected.

#### IV. Merchandise and Mail

*Merchandise.*—No cargo shall be unloaded from an aircraft coming from an infected local area without the permission of the competent sanitary authority.

If the sanitary authority considers that merchandise coming from an area infected with plague may harbor rats or fleas, such merchandise shall not be discharged except with the necessary precautions.

The unloading from aircraft of the following fresh foods may be prohibited: Fish, shellfish, fruit, and vegetables coming from a local area infected with cholera.

Cargo of an aircraft coming from a region where yellow fever exists, or where conditions permit the development of the disease, may be inspected and, if necessary, disinfected.

When aircraft fly between two regions infected with yellow fever, cargo may not be disembarked or embarked except at anti-malarial aerodromes.

The contracting governments may designate particular sanitary aerodromes as those at which aircraft from territories where yellow fever exists shall land for the purpose of disembarking cargo.

*Mail.*—Letters and correspondence, printed matter, books, newspapers, business documents, postal packages, and anything sent by post shall not be subject to any sanitary measure, unless they contain designated articles of fresh foods coming from a local area infected with cholera.

#### V. Obligatory Notifications

Each contracting government shall transmit through channels to other contracting governments a list of its sanitary aerodromes. The communication shall include, in the case of each aerodrome,

details as to its situation, its sanitary equipment, and its sanitary staff.

Each contracting government shall make similar notification of aerodromes which have been constituted local areas.

The government of any noninfected country in which one of the five designated diseases makes its appearance shall transmit the necessary information to the competent authorities of each of its authorized aerodromes.

The chief health authorities shall transmit to the sanitary and authorized aerodromes of their respective countries all information contained in the epidemiological notifications and communications received from the International Office of Public Health.

The discovery in a territory of yellow fever in endemic form shall be immediately reported to other contracting governments.

Special sanitary agreements reached by any two or more contracting governments shall be notified to the International Office of Public Health or the International Commission for Air Navigation.

## VI. Diseases

The diseases which are the subject of the special measures prescribed by Article 18 of the convention are: Plague, cholera, yellow fever, exanthematous typhus, and smallpox.

The *period of incubation* of these diseases is reckoned as 6 days for plague; 5 days for cholera; 6 days for yellow fever; 12 days for exanthematous typhus; and 14 days for smallpox.

For the purposes of the convention, a local area is considered to be infected when the following conditions exist:

For *plague* and *yellow fever*, when the first case recognized as nonimported is reported;

For *cholera*, when the occurrence of new cases outside the immediate surroundings of the first cases proves that the disease is spreading;

For *exanthematous typhus* and *smallpox*, when they appear in epidemic form.

*Infectious diseases other than the five designated diseases.*—If there is on board an aircraft a case of an infectious disease, duly verified by the medical officer attached to the aerodrome as being other than one of the five designated diseases, the sick person may be landed and, if the competent sanitary authority considers it desirable, isolated in a suitable place. The other passengers and crew may, after medical inspection and the application of necessary sanitary measures, be permitted to continue the voyage.

*Embarkation of infected persons prohibited.*—The competent authority of any aerodrome may, on advice of the medical officer



attached to the aerodrome, prohibit the embarkation of persons with symptoms of infectious disease, except in the case of the transport of sick persons by aircraft especially allocated for that purpose.

*Application of sanitary control measures.*—The special measures prescribed by the convention constitute a maximum within the limits of which the contracting governments may regulate the sanitary procedure which may be applied to aircraft.

It is for each contracting government to determine whether measures should be applied, within the limits of the convention, to arrivals from a foreign local area or aerodrome.

In applying sanitary measures to an aircraft coming from an infected local area, the sanitary authority of each aerodrome shall, to the greatest possible extent, take into account all measures which have already been applied to the aircraft, in another sanitary aerodrome abroad or in the same country, and which are duly noted in the journey log book. Aircraft should not be subjected to a second application of a sanitary measure unless a subsequent incident has occurred which calls for the same measure, and provided the aircraft has not called at an infected aerodrome except to take in fuel.

#### A. MEASURES APPLICABLE IN CASE OF PLAGUE, CHOLERA, TYPHUS, AND SMALLPOX

##### ON DEPARTURE OF AIRCRAFT

The measures to be applied on the departure of aircraft from a local area infected by one of the diseases named above are the following:

1. Thorough cleansing of aircraft, especially parts liable to be contaminated;
2. Medical inspection of passengers and crew;
3. Exclusion of persons with symptoms, and of close contacts with the sick;
4. Inspection of personal effects, which shall be excluded unless reasonably clean;
5. In case of plague, deratization, if rats are suspected to be on board;
6. In case of typhus, disinsectization, limited to persons who, after medical inspection, are considered as likely to convey infection, and to their effects;
7. Details of inspection and treatment shall be entered in the aircraft's journey log book.

##### ON ARRIVAL OF AIRCRAFT

1. Aircraft coming from particular local areas may be required to land at prescribed sanitary or authorized aerodromes, an effort being made not to hamper aerial navigation.

2. At authorized aerodromes which are not sanitary aerodromes the only measures which, if necessary, may be taken are the medical inspection of crew and passengers and the landing and isolation of the sick. Passengers and crew may not move beyond the limits prescribed by the aerodrome authority except with permission of the visiting medical officer. This restriction may be imposed

at each port of call until the aircraft reaches a sanitary aerodrome, where it will be subject to appropriate measures.

## B. SPECIAL MEASURES APPLICABLE AT SANITARY AERODROMES

### PLAGUE

*No case of plague on board.*—Medical inspection; deratization and disinsectization, if required; surveillance of passengers and crew for 6 days from date of departure from an infected area.

*With recognized or suspected case of plague on board.*—Medical inspection; remove and isolate sick; deratization and disinsectization, if required; disinsectization and disinfection of suspected personal effects; contacts and suspected persons to be kept under surveillance for 6 days.

### CHOLERA

*No case of cholera on board.*—Medical inspection; surveillance of passengers and crew for 5 days from departure from infected area.

*With clinical case of cholera on board.*—Medical inspection; remove and isolate sick; disinfect suspected personal effects and parts of aircraft considered infected; disinfect and empty out suspected drinking water and replace, after disinfection of the container, with wholesome water; passengers and crew to be kept under surveillance for 5 days.

*Persons vaccinated against cholera.*—Persons producing an acceptable written certificate that they have been vaccinated against cholera within less than 6 months and more than 6 days may be subjected to surveillance only.

### EXANTHEMATOUS TYPHUS

*No case of typhus on board.*—Medical inspection; passengers and crew to be kept under surveillance for 12 days from departure from infected area.

*With case of exanthematous typhus on board.*—Medical inspection; disembark, isolate and delouse the sick; personal effects suspected by the sanitary authority shall be disinsectized; parts of aircraft considered to be infested shall be disinsectized; persons suspected of harboring lice or having been exposed to infection shall be deloused and may be kept under surveillance for 12 days from delousing.

### SMALLPOX

*No case of smallpox on board.*—No sanitary measures may be carried out save in case of persons who have within 14 days left a local area where smallpox is epidemic and who, in the opinion of the

sanitary authority, are not immune. Such persons may be subjected to vaccination, or to surveillance, or to vaccination followed by surveillance, for a period not to exceed 14 days after arrival.

*With case of smallpox on board.*—Medical inspection; disembark and isolate the sick; nonimmune contacts may be vaccinated or kept under surveillance for 14 days; suspected personal effects and such parts of the aircraft as may be considered infected shall be disinfected.

*Persons shall be considered immune to smallpox.*—(a) If they can produce proof of a previous attack of smallpox or of vaccination done within less than 3 years and more than 12 days; or

(b) They show local signs of early reaction attesting to adequate immunity.

Proof of immunity may also be afforded by an acceptable written certificate.

#### C. MEASURES APPLICABLE IN CASE OF YELLOW FEVER

##### GENERAL PROVISIONS

*Determination of existence of endemic yellow fever.*—Where the endemicity of yellow fever is suspected, the contracting governments shall take the necessary steps to ascertain whether yellow fever exists in their territory in a form which, though not clinically recognizable, might be revealed by biological examination.

*Notification of other governments.*—Each contracting government undertakes to notify immediately the other contracting governments and the International Office of Public Health the discovery in its territory of the actual existence of yellow fever in the above-mentioned form.

##### PROVISIONS CONCERNING REGIONS IN WHICH YELLOW FEVER IS ENDEMIC

Every aerodrome situated in a region in which yellow fever exists in a form clinically or biologically recognizable, shall become an anti-amaryl aerodrome.

Aerial navigation shall be suspended in any region in which yellow fever is endemic until an anti-amaryl aerodrome has been established.

##### MEASURES TO BE TAKEN ON DEPARTURE OF AIRCRAFT FROM ANTI-AMARYL AERODROME

The following measures shall be taken as late as possible before departure:

1. Inspection of aircraft and cargo for mosquitoes and, if necessary, disinsection. A record of the inspection and of action taken shall be entered in the journey log book.

2. Medical inspection of passengers and crew: suspected cases and those known to have been exposed to infection shall be kept under observation, under



conditions approved by the sanitary authority, until 6 days have elapsed since last exposure;

3. Names of passengers and crew shall be entered in the journey log book, together with relevant information regarding exposure and period of observation.

#### MEASURES TO BE TAKEN ON ARRIVAL AT AN ANTI-AMARYL AERODROME

1. Inspection of aircraft and cargo for mosquitoes and, if necessary, disinsectization;

2. Medical examination of passengers and crew;

3. Persons suspected to be suffering from yellow fever and those who do not satisfy the sanitary authority that 6 days has elapsed since last exposure, may be subjected to observation for a period not exceeding 6 days from the last day on which the person could have been infected.

#### MEASURES APPLICABLE TO REGIONS WHERE YELLOW FEVER DOES NOT EXIST BUT IN WHICH CONDITIONS PERMIT OF ITS DEVELOPMENT

1. Inspection of aircraft and cargo for mosquitoes and, if necessary, disinsectization;

2. Medical examination of passengers and crew for symptoms of yellow fever;

3. Observation of suspected cases and of persons who have not completed the incubation period for the disease.

Any aircraft which does not wish to submit to these measures is at liberty to continue its voyage but it may not land in another aerodrome of the same country, except to take on supplies.

If isolated, an aircraft may take in fuel, replacements, food and water, and may discharge cargo provided the goods are subjected, if necessary, to all sanitary measures and restrictions applicable to merchandise, as set forth in the convention.

Passengers may be discharged at their request, on the condition that such passengers submit to the measures prescribed by the sanitary authority.

Save in exceptional circumstances, which will require to be justified, aircraft coming from regions where yellow fever exists will not be prohibited from landing in a disease-free area in which conditions may permit of the development of yellow fever. In this connection, full consideration is to be given to measures which were taken at the aerodrome of departure.

Contracting governments may, however, designate particular sanitary aerodromes as those at which aircraft from territories where yellow fever exists shall land for the purpose of disembarking passengers, crew, and cargo.

MEASURES APPLICABLE TO REGIONS WHERE CONDITIONS DO NOT PERMIT OF  
THE DEVELOPMENT OF YELLOW FEVER

Aircraft coming from regions where yellow fever exists may land on any sanitary or authorized aerodrome.

Measures which may be applied on arrival are:

1. Medical inspection of passengers and crew;
2. Inspection of aircraft and cargo for mosquitoes and, if necessary, disinsectization.

### VII. Observation and Surveillance

*Observation* means the isolation of persons in a suitable place.

*Surveillance* means that persons are not isolated, that they may move about freely, but that they may be subjected to a medical examination to determine their state of health and that the sanitary authorities of the place or places they propose to visit will be notified of their coming.

As a means of expediting travel without sacrificing sanitary control, surveillance is the measure of choice and may not be replaced by observation except:

- (a) In circumstances in which it would not be practicable to carry out surveillance with sufficient thoroughness; or
- (b) If the risk of the introduction of infection into the country is considered to be exceptionally serious; or
- (c) If the person who would be subject to surveillance cannot furnish adequate sanitary guarantees.

Persons under observation or surveillance shall submit themselves to any examination which the competent sanitary authority may consider necessary.

*Mechanism of surveillance.*—Persons liable to surveillance may nevertheless continue the voyage on condition that the fact is notified to the authorities of subsequent landing places and of the place of arrival, either by means of an entry in the journey log book, or by some other method sufficient to secure that they can be subjected to medical inspection in any subsequent aerodromes on the route.

*Conditions under which observation may be modified.*—Persons who are being observed for diseases other than yellow fever may, with the approval of the sanitary authorities of their place of destination, be permitted to continue their voyage before the end of the incubation period of the disease for which they are being observed.

## PAN AMERICAN SANITARY CODE

The Pan American Sanitary Code is an international treaty concluded at Habana, Cuba, on November 14, 1924 and ratified by all the twenty-one American Republics including the United States (44 Stat. 2041).

This Convention governs all matters, dealing with international quarantine as it applies to maritime and air commerce in the western hemisphere.

Article 61 of the Pan American Sanitary Code provides as follows:

"The provisions of this convention shall apply to aircraft, and the signatory Governments agree to designate landing places for aircraft which shall have the same status as quarantine anchorages."

In the development of international air navigation in the western hemisphere it has been the established policy of health authorities not to cause unnecessary delay in the dispatch of aircraft.

In recognition of the above principle, the Ninth Pan American Sanitary Conference which met in Buenos Aires in November 1934 "interpreted" the provision of the Pan American Sanitary Code which requires all vessels to carry bills of health, as follows:

"In view of special conditions attendant upon international aerial navigation the master or other person in command or in charge of any aircraft shall be considered as having complied with Article XVI of the Pan American Sanitary Code when he has entered in his journey log book the essential sanitary information outlined in the model form of Bill of Health contained in the appendix of the Pan American Sanitary Code."

By virtue of this interpretation it is not necessary for aircraft to carry a formal bill of health, but only appropriate entries in the log book.

During the early development of international air navigation in the western hemisphere its potential danger as a means for the spread of yellow fever was fully recognized. This danger was further emphasized by the discovery of jungle yellow fever in Brazil and in other countries in South America including Paraguay, Bolivia, Peru, Ecuador, Colombia, and Venezuela.

However, instead of resorting to stringent quarantine measures, under the auspices of the Pan American Sanitary Bureau an arrangement was concluded with Pan American Airways under date of July



12, 1937 (Public Health Reports, July 30, 1937, page 1028) whereby the following minimum requirements were established:

(1) Vaccination of all flight personnel against yellow fever;

(2) Issuance of a form designated as "certificate of origin of passengers" (see pages 18-19) to northbound air passengers departing from any place in the western hemisphere lying within 30 degrees south latitude and 13 degrees north latitude;

(3) Fumigation of airplanes while lying at airports at night.

This program was concurred in by the health authorities of the other American Republics and since its establishment in 1937 has been continuously applied.

Flight and ground personnel of the Pan American Airways have been periodically vaccinated against yellow fever and some of the Governments within the stipulated area of endemicity have vaccinated flight and ground personnel of their national airways.



















